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ABSTRACT

This document is a summary of aerospace industry technician statistics gathered by the Occupational Employment Statistics Survey for the year 2000 by the Department of Labor, Bureau of Labor Statistics. The data includes the following: (1) a comparison of wages earned by Federal Aviation Administration (FAA) certified and non-FAA certified aircraft mechanics and service technicians; (2) certification achievement by sub-industry; and 3) employment level and placement of aircraft mechanics and service technicians by establishment type (e.g. private industry vs. public sector). Additional resources for information on working environment, training requirements, growth outlook for aircraft mechanics and service technicians are reported. A chart and a table illustrative of wage comparisons for FAA certified and non-FAA certified mechanics and technicians in various aerospace industries are included. (AJ)

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Issues in Labor Statistics

U.S. Department of Labor
Bureau of Labor Statistics
Summary 02-03 March 2002

Certification Can Count: The Case of Aircraft Mechanics

In 2000, aircraft mechanics and service technicians certified by the Federal Aviation Administration (FAA) earned on average $20.16 per hour. Aircraft mechanics and technicians without FAA certification earned on average $15.78 per hour, over $4.00 less than their FAA certified counterparts. Total employment for aircraft mechanics and service technicians in all industries in 2000 was 135,730. Because the Federal Government may use Federal certification types other than FAA for its aircraft mechanics, only private industry data are presented in this summary. Private industry employed 118,770 aircraft mechanics and service technicians in 2000. Of this total, almost 83 percent were FAA certified.

Over 95 percent of the private industry employment for aircraft mechanics and service technicians could be found in seven industries: Aircraft and parts manufacturing; air transportation, scheduled; air transportation, nonscheduled; airports, flying fields, and services; machinery, equipment, and supplies, wholesale trade; personnel supply services; and management and public relations. (Two of these industries, personnel supply services and management and public relations, have been combined for this summary.)

The mean wage for FAA certified aircraft mechanics and service technicians was higher than the mean wage for their non-FAA certified counterparts in each of the six industry groups. The highest industry mean wage for the FAA certified aircraft mechanics was found in air transportation, scheduled, at $21.19 per hour. The highest non-FAA certified industry mean wage was found in aircraft and parts manufacturing, at $17.90 per hour.

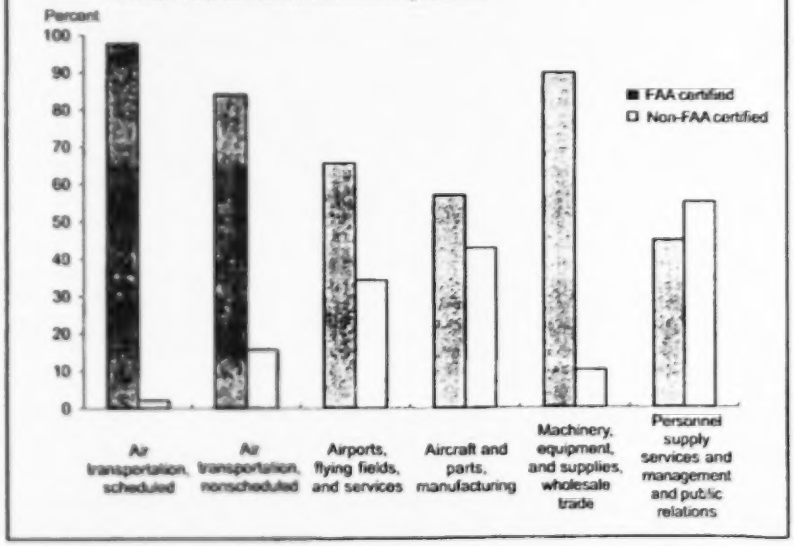
Total employment of aircraft mechanics and service technicians is split 85 percent to 15 percent between certified and noncertified. There is wide variation among the six industries, however, in the pattern of employing certified versus noncertified mechanics. (See chart.) The highest percentage of FAA certified aircraft mechanics was in scheduled air transportation, which had 98 percent of its aircraft mechanics classified as FAA certified. The lowest percentage of FAA certified aircraft mechanics was in personnel supply services and management and public relations, in which, taken together, only 45 percent were FAA certified.

The percentage of each type of mechanic also varied by the size of the establishment. On average, establishments with higher total employment had a higher percentage of their aircraft mechanics and service technicians classified as FAA certified. Among establishments that employed at least one aircraft mechanic and service technician in 2000, those with fewer than 50 total employees had, on average, 70 percent of their aircraft mechanics and service technicians classified as FAA certified. Establishments with between 50 and 250 total employees had on average 81 percent and establishments with 250 or more total employees had 91 percent of their aircraft mechanics classified as FAA certified.

Individual establishments can be classified into three groups based upon the type of aircraft mechanics and service technicians they employed: Those that reported only FAA certified aircraft mechanics and service technicians, those that reported only non-FAA certified, and those that reported both types. Of the establishments surveyed that reported aircraft mechanics and service technicians, approximately 68 percent reported only the FAA certified type, 14 percent reported only non-FAA certified, and 18 percent reported both types. For the establishments that reported both types, about 60 percent of the total employment was FAA certified and 40 percent was non-FAA certified.

As with the employment percentages, these establishment type percentages also vary by industry. For the scheduled air transportation industry, 88 percent of establishments reported only FAA certified aircraft mechanics, 3 per-

Chart. **Share of FAA certified and non-FAA certified aircraft mechanics and service technicians in selected industries**



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cent reported only non-FAA certified, and 9 percent reported both types. For the combined personnel supply services and management and public relations industry group, 57 percent of establishments reported only FAA certified aircraft mechanics, 29 percent reported only non-FAA certified, and 14 percent reported both types.

Additional information about aircraft mechanics and technicians can be found in the *Occupational Outlook Handbook*. This handbook includes a detailed description of the working environment, training requirements, and growth outlook for aircraft mechanics and technicians. The *Handbook* is available online at **http://www.bls.gov/oco/home.htm** or may be purchased from the U.S. Government Printing Office.

This summary presents national data from the 2000 Occupational Employment Statistics (OES) survey for aircraft mechanics and service technicians. The survey collects wage and employment data on more than 700 occupations from a sample of approximately 1.2 million establishments over its full 3-year cycle. For additional information about the OES program, contact the Office of Employment and Unemployment Statistics, Occupational Employment Statistics, Room 4840, 2 Massachusetts Avenue, NE., Washington, DC, 20212; telephone 202-691-6569 (e-mail *oesinfo@bls.gov*); or refer to the OES homepage at **http://www.bls.gov/oes/**. ■

SIC code	SIC name	Certification	Employment	Mean wage
372	Aircraft and parts manufacturing	FAA certified	6,920	$20.99
		Non-FAA certified	5,190	$17.90
451	Air transportation, scheduled	FAA certified	62,770	$21.19
		Non-FAA certified	1,350	$16.60
452	Air transportation, nonscheduled	FAA certified	5,790	$20.21
		Non-FAA certified	1,080	$16.67
458	Airports, flying fields, and services	FAA certified	15,360	$17.93
		Non-FAA certified	8,030	$14.00
508	Machinery, equipment, trade	FAA certified	2,480	$16.09
		Non-FAA certified	280	$12.26
736 and 874	Personnel supply services and management and public relations	FAA certified	1,850	$18.72
		Non-FAA certified	2,270	$16.80

NOTE: SIC is the industry's 1987 Standard Industrial Classification, as defined by the U.S. Office of Management and Budget.

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